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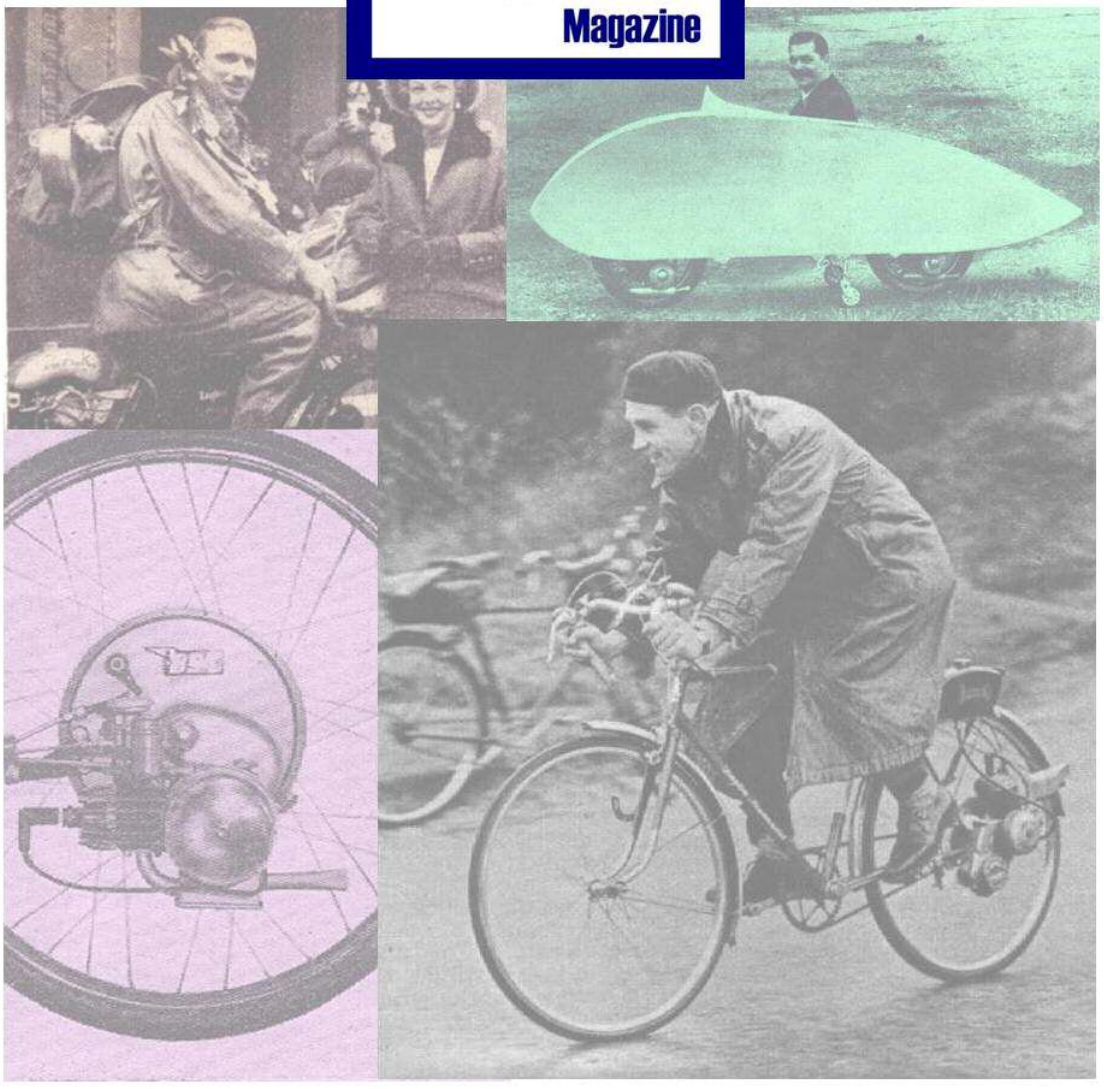

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Mercury Lightweight Scooter

93 c.c. Villiers-powered Newcomer—the Pippin—Featuring Extremely Robust Frame Design

AS announced last week, a new 98 c.c. Mercury scooter designated the Pippin is shortly to go into production. Although the engine, a Villiers two-speed Mark 4F, is the same as that fitted to the Mercury Dolphin scooter (which is continued), the Pippin is an entirely new design based on an unusual and obviously robust frame which has successfully completed five months' testing at a Midlands research laboratory.

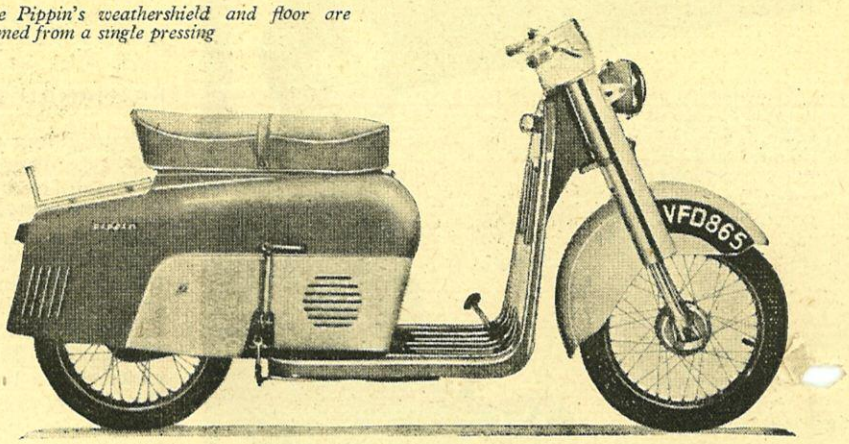
At first sight the major part of the frame would seem to be formed from a single length of 1in × 16-gauge tubing; but there are, in fact, three main components: two side tubes, and a third, medial tube, interposed between the bottom of the steering head and a bridge tube bracing the side tubes' bottom runs.

The upper end of the steering head is attached to a fabricated steel lug welded to the middle of the main-frame forward loop. Rearward frame loops are braced by vertical tubes, to which is welded a cross member to support the upper-rear engine-mounting brackets. Other power-unit mountings are provided by means of a channel-section support, welded to the lower run of the middle frame tube, and by a single lug welded to a second cross-brace in the frame lower runs.

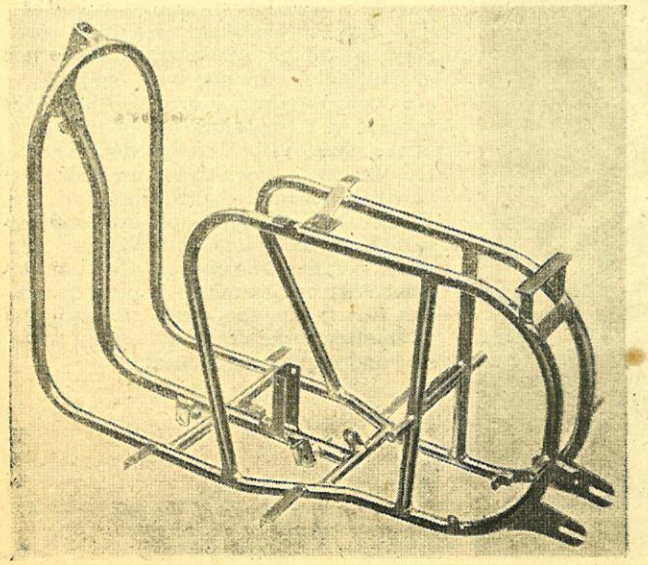
Brackets for the brake-pedal and centre-stand pivots are welded to the middle frame tube, and strip-steel brackets, which support the bodywork and fuel tank through rubber buffers, are welded to the upper runs of the side tubes. Ears to support the unsprung rear wheel project rearward from the frame side tubes.

Angle brackets at each side of the frame support the footboard pressing.

The Pippin's weathershield and floor are formed from a single pressing



The main body section is simply attached by means of two screws on each side, locations for which are provided by bosses welded to the vertical bracing tubes and to the extreme rear of the frame loops. The body is a one-piece structure comprising side pressings spot welded to a middle portion. An aperture on the front curvature, ahead of the dual-seat, is provided with a hinged door to give access to the sparking plug. A snap connector in the rear-lamp cable is also reached through the trap; the cable is attached to clips on the underside of the body so that, after the cable and the two slotted-head screws at each side have been disconnected, the entire body can be lifted clear. A further aperture beneath the side-hinged dual-seat reveals the filler cap; the seat is released for access to the filler cap by a pull on a spring-loaded plunger with a plastic knob. The tool bag is riveted to the underside of the seat pan. A simple rear mudguard, hidden beneath the bodywork, protects the engine and gear box from road filth thrown up by the wheel. The rear chain is exposed.



The main frame is constructed from 1in × 16-gauge tubing and during development it was subjected to five months' testing in a research laboratory

Weathershield and footboards comprise a single pressing, shaped to follow the contour of the forward vertical loop of the frame over which it is lipped. The weathershield has a front cover which extends downward to the base of the frame loop; the cover conceals the loop and carries a steering-head shroud. Control and lighting cables from the handlebar pass into the space between the front cover and main weathershield and thus a tidy appearance is maintained.

The front fork is of simple telescopic pattern and a sheet-metal shroud encloses the upper parts of the legs. A shapely steel pressing covers the middle of the handlebar and has provision for fitting a speedometer and a handlebar windscreen both of which are offered at extra charge. On the right of the bar is an Amal twistgrip with the brake-lever pivot and choke trigger integral with the grip clamp. Inboard of the twistgrip is the Villiers gear-change trigger; an ignition cut-out button is located just under the edge of the handlebar shroud. Clutch lever, dip-switch and horn button are located on the left of the bar.

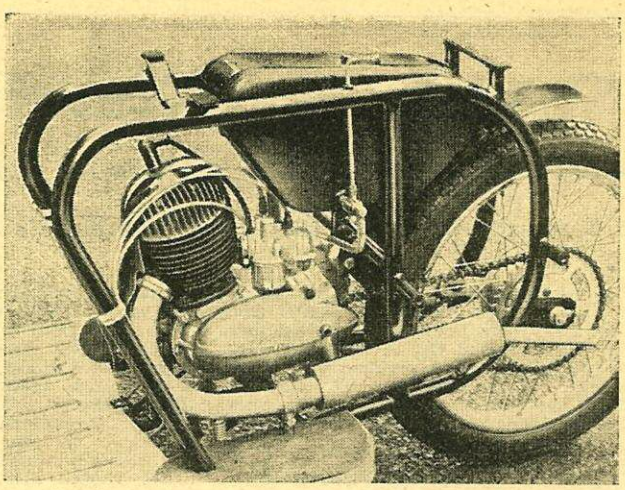
Carried in brackets extending forward through the fork-leg shroud, the 5¼in Miller headlamp has internal provision for a dry battery for parking; current for lighting, when the engine is running, is provided by the flywheel magneto. The power unit is cooled by means of a light-alloy fan of Villiers manufacture mounted on an extension of the right-hand mainshaft. Cooling air is directed on to the cylinder and head by sheet-steel ducting. Overall gear ratios are 7.77 and 12.7 to 1.

At 52⅞in the nominal wheelbase of the Pippin is 4in shorter than that of the Dolphin. Dunlop tyres of 2.50in section are fitted to the 15in-diameter wire

wheels. Brakes are of 4in diameter and housed in full-width hubs. Both brakes are cable operated and the pedal for the rear brake protrudes through the footboard on the right. Dry weight without accessories is stated to be 177 lb.

The standard two-tone colour scheme in stone and mid-grey is attractive without being flamboyant. Registration numbers are painted on the front-mudguard valances and the flat rear end of the bodywork. Tooling-up has been carried out on the basis of an estimated output this year of 15,000 units.

Makers are Mercury Industries (Birmingham), Ltd., Mercury Works, Dock Lane, Dudley, Worcs. Basic price of the Pippin is £92 11s 8d and the total price (including purchase tax, payable only in Great Britain) is £115 10s. Retail extra prices for the speedometer, windscreen and a tubular-steel luggage carrier are respectively £2 15s 6d, £5 5s and £1 5s.



Engine-gear unit and the fuel tank sit snugly in the frame. The "bonnet" is quickly detachable. A flat-section mudguard is fitted to keep the bulk of the spray thrown by the rear tyre from reaching the engine

Price List of New Mopeds and Cyclemotors

	British Total Price £ s d
BERINI	
49 c.c. M21	55 13 0
49 c.c. M22	59 17 0
BINETTA	
47 c.c. Super de Luxe	79 16 0
with three-speed gear box	84 0 0
47 c.c. Super Sports Mk. 3	82 19 0
with three-speed gear box	87 3 0
BOWN	
47 c.c.	72 9 0
with plunger-type rear suspension	75 12 0
CENTRO	
50 c.c.	92 18 0
CIMATTI	
50 c.c.	105 0 0
CYCLEMASTER	
32 c.c. Cyclemate	37 10 9
D.K.W.	
49 c.c. Hummel	84 19 9
DOT VI-VI	
49 c.c. Scooterette	88 4 0
49 c.c. Moped	72 9 0
49 c.c. Racer	82 19 0
DUCATI	
48 c.c. 55/E	78 15 0
DUNELT	
49 c.c.	75 12 0
DÜRKOPP	
48 c.c. Dianette	85 1 3
EXPRESS	
49 c.c. Radexi III Luxus	87 3 0
FLANDRIA	
49 c.c. Majestic	85 1 0
HEINKEL	
50 c.c. Perle	78 15 0
HERCULES	
49 c.c. Her-cu-motor	67 4 0
H.M.W.	
50 c.c. Supersport	89 19 6
with three-speed gear box	94 19 4
50 c.c. Luxus	79 19 1
ITOM	
49 c.c. Esperia	71 8 0
KIEFT	
47 c.c. 216	73 5 10
KREIDLER	
49 c.c. 151/1	69 19 6
LAMBRETTA	
48 c.c.	71 17 6
MAGNEET	
47 c.c.	99 4 0
MASERATI	
49 c.c. 50/T2/U	105 0 0
MERCURY	
49 c.c. Mercette	71 18 9
MOBYLETTE	
49 c.c. Standard	45 10 11
49 c.c. de Luxe	49 10 11
49 cc. Mobymatic	69 19 6
MOSQUITO	
49 c.c. 515	89 18 0
MV AGUSTA	
48 c.c. Ciclomotore	87 2 8
NEW HUDSON	
98 c.c. 2F Autocycle	76 14 6
NORMAN	
47 c.c. Nippy	74 9 0
N.S.U.	
49 c.c. Standard Quickly—N	66 1 7
49 c.c. de Luxe Quickly—S	74 3 4
49 c.c. Quickly Super	85 7 5
PARILLA	
49 c.c. Parillino T2	79 19 0
49 c.c. Parillino T4 o.h.v.	108 10 0
49 c.c. Parillino S4 o.h.v.	115 17 0
PHILLIPS	
49 c.c. Gadabout	74 11 0
PRIOR	
47 c.c. Sport 218	97 2 1
with three-speed gear box	100 11 7
47 c.c. 217	85 10 4
PUCH	
49 c.c. MS50L	87 10 0
ROYAL NORD	
49 c.c.	75 0 0
RSI	
50 c.c. Model S	53 16 6
50 c.c. Model L	65 14 0
TALBOT	
49 c.c.	53 18 6
UT	
47 c.c. Elfi	69 15 0
VESTING	
50 c.c. Pasetta	93 9 0
VICTORIA	
48 c.c. Avanti	93 0 0
48 c.c. Vicky IVN	78 15 0
with three-speed gear box	83 14 0
48 c.c. Vicky III	59 15 0
48 c.c. Tory	64 9 7
ZÜNDAPP	
50 c.c. Type 423 Combinette	89 15 5

Cyclemotors

	British Total Price £ s d
CYCLEMASTER	
32 c.c.	25 0 6
DUCATI	
48 c.c. Cucciolo M55 o.h.v.	28 15 0
ITOM	
48 c.c. Tourist	29 8 0
MOSQUITO	
38 c.c.	31 10 0
49 c.c.	36 10 0
49 c.c. Centrimatic	39 10 0
POWER PAK	
49 c.c. Standard	28 7 10
49 c.c. Synchromatic	33 11 0
TEAGLE	
49 c.c.	19 12 11
VINCENT	
49 c.c. Firefly	26 15 2